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Sir Charles Napier, Commander of the British Squadron in the Baltic.

We give in another column an account of the departure of the first division of the British fleet, from England, for the Baltic, under the command of vice Admiral Napier. This distinguished officer is sixty-eight years old, his constitution is strong, his health sound, his habits temperate, and in appearance he is younger than his age would lead one to suppose. He is the grand son of Lord Napier, of Sterling county, and is a Scot by birth. He entered the navy at the age of fourteen, as a volunteer, and has been fifty-four years in the service; was made a midshipman in March, 1802; in November, 1805, he became lieutenant; in March, 1807, he was made acting commander of the brig Pultusk, and was placed, in August, 1808, in command of the Recruit brig, of 18 guns, in which he fought and put to flight a French corvette with more metal and men. His own mainmast was shot away, and though he was severely wounded, (one shot breaking his thigh,) refused to leave the deck until the enemy had sheered off. He had reached the rank of captain of the fleet in 1809, and assisted in the reduction of the island of Martinique. An important position, called Fort Edward, had to be secured, and, in open day, amid the fire of the enemy, he headed a small "forlorn hope" of five men, with whom he landed, scaled the walls and planted the union flag on the ramparts. He assisted also in the capture of d'Haupt, a French seventy-four, and was placed in command of his prize, with the rank of post-captain. This was at the age of 23, and he had fairly worked himself up to this rank, without family influence or political interest.

After the destruction of the French fleet by Nelson, Napier served as a volunteer in the land service, under Wellington. In 1815 he was made Knight of the Bath.

Fourteen years of inactivity followed.—From 1829 to 1832 he was employed to command the frigate Galatea. He resigned his appointment in order, with permission from the British government, to succeed Admiral Sartorius as commander of Don Pedro's Portuguese fleet. He defeated the more numerous fleet of Don Miguel off Cape St. Vincent, whereby the crown of Portugal was secured for the lately deceased Queen, Donna Maria. For this victory he was created a noble of the kingdom of Portugal, by the title of Count Cape St. Vincent, and obtained the Grand Cross of the Order of the Tower and Sword.

In 1839 Napier took command of the Powerful, an 84 gun man-of-war, intended for the Mediterranean. In 1840 he was made Commodore, and second in command, under Admiral Sir Robert Stephenson, of the fleet engaged on the coast of Syria, in the proceedings against Mehemet Ali and Ibrahim Pacha. "Here he landed with the marines, and having received fresh detachments, gained very important victories—storming the town of Sidon and taking 3,000 or 4,000 Egyptian prisoners. After that he took an important part in the attack and capture of Acre. But he was not content with acting successfully the part of admiral and general, but he must also act the part of diplomatist, which he filled with equal success, for he went in command of part of the fleet to Alexandria, and persuaded Mehemet Ali to sign a convention which led to the peaceful evacuation of Syria by the remnant of the Egyptian forces which survived. By that means a vast amount of human life was saved, and Syria was relieved from the danger by which she had been menaced."

In 1841, he was elected member of Parliament from Marylebone. He was liberal in politics and independent of party, and was chiefly rated for his strong sense and matter of fact style of speaking. In the language of the Tribune:

"Napier has been truly described as a rough and ready sailor—a man of action and not of words; without pretence—of simple

habits—of unassuming and modest demeanor, but of strong and resolute will; who sees at a glance what is best to be done, and seeing it, does it in the most spirited and dashing manner, in spite of difficulties and perils, and without any other idea than the great and paramount one of duty. If this man, with his avowed and proven antipathy to all that is conventional, had lived in a republic, he would have there been precisely in his proper place.

"Although no rhetorician, Napier is a bold straightforward and convincing public speaker. There are occasional "fits" of comic sketching in his speeches, which show a great deal of quiet and natural humor. His speeches are distinguishable for the quantity of facts which he puts into them and their ardent truthfulness.

"In person Sir Charles is somewhat under the middle stature, stout or rather burly in figure, with white hair, a full and healthy face, and a frank air and address. His voice is sonorous, and his manner hearty.—He walks with a halt, the effect of one of the severe wounds which he received in early life."

The Baltic, Cronstadt and St. Petersburg.

At the present moment, the following facts in reference to the locality to which all eyes are just now directed, will be interesting to most of our readers:

The Baltic, including the Gulf of Bothnia, is upwards of 700 miles in length, with a general depth of 60 fathoms. It is entered from the German Ocean by the Skager Rack, the narrowest part of which is about 60 miles—the Cattagat—the Sound, of which the narrowest part is between Elsinore and Helsingborg, where, measured across the ice, it is 2840 yards—the Great Belt and the Little Belt. There are scarcely any perceptible tides in the Baltic, and its waters are not nearly so salt as those of the ocean; when the wind blows strong from the north, they become so fresh as to be fit for drinking or cooking meat. The Skager Rack and Gulf of Norway, are open to navigation all the winter, but several portions of the Baltic become covered with ice. In the southern parts of the sea, the ice begins to break up in April; but the Gulfs of Bothnia and Finland often continue closed till May.—Perhaps in no inhabited country on the globe does such a quantity of snow fall as in the countries around the Baltic, and in summer there is a very frequent alternation of rainy and fair weather. It is to this that those countries owe their wealth, abounding in timber of the best quality, supporting in their pastures innumerable herds of cattle, and producing abundant crops of grain. Some centuries ago, the herring used to visit the Baltic in shoals, but now only a very few are caught. There is another fish, however, found on the eastern coast of Sweden in great numbers, which is called stromling, and is only distinguished from the herring by being smaller. Scarcely any portion of the ocean is so much frequented by ships as the Baltic. In 1849, the total number of vessels which passed inwards and outwards through the Sound was 18,959, and between 3,000 and 4,000 more passed through the Kiel and the Great Belt; and this, notwithstanding the disadvantages to which the navigation of this sea is subject, on account of being closed by the ice for nearly one-third of the year.

Another disadvantage is the shallowness of the harbors on the southern coast, and the want of tides. No vessel drawing 20 feet of water can enter any harbor as far as the Gulf of Finland, and most of them admit only such as draw 15 or 16 feet. It happens, though rarely, that extensive portions of the Baltic are frozen over. According to tradition, a communication over the ice was established in 1333, between the town of Lubeck and the Danish Islands, and the coast of Prussia, and public houses were erected along the road. In 1558 Charles X. of Sweden marched an army over both Belts

to the conquest of Zealand, and in 1809 a Russian corps passed from Finland to Sweden over the ice, and the narrowest part of the Gulf of Bothnia, called the Quarken.—At the entrance of the Gulf of Bothnia, the northern portion of the Baltic, stands Stockholm, the capital of Sweden; and opposite Stockholm, at right angles with the Baltic, and the Gulf of Bothnia runs directly east of the Gulf of Finland, forming an arm of the sea 260 miles long, and from 25 to 90 miles wide. At the extremity of the Gulf is St. Petersburg on the river Neva, protected by the fort of Cronstadt, 20 miles from the capital.

The channel is too shallow to allow large vessels to reach St. Petersburg, and at Cronstadt it lies directly under the guns of the fort. If the taking of St. Petersburg forms part of Sir Charles Napier's instructions, the difficulties he will have to encounter will be immense. What plan he may fall upon to surmount them, events will show. Cronstadt has a population of about 10,000. It forms the chief station of the Russian fleet, and its harbor for vessels of war will contain about 30 ships. Its merchants' harbor is capable of containing 1,000 vessels. The fortifications of Cronstadt are very extensive, and no vessel can enter the bay without passing under the cannon of powerful batteries. The bay of Cronstadt is shallow, its average depth scarcely reaching 12 feet. The Neva is still more so in many parts of its course, and at the bar the average depth is not more than 9 feet. There is a severe penalty against any one attempting to take soundings in the Neva, the channel being carefully marked out by poles projecting above the water. Revel, at the entrance of the Gulf, is another fortified town with a population of 18,000. It is surrounded by bastion walls, and defended by a strong castle. Several ships of war are at present lying in its harbor. St. Petersburg was built in 1763, by Peter the Great, in a swamp. It has now a population of 500,000. Although most of the houses are built of wood, there are several public buildings of great splendor. The city is intersected by several branches of the river Neva, crossed by 140 bridges; and the principal branch is bordered by granite quays. One quay is called the British quay; and the principal merchants are nearly all English.

COMMERCIAL VALUE OF HONESTY.—An old trader among the Northern Indians, who had some years ago established himself on the Wesseva, tells a good story, with a moral worth recollecting, about his first trials of trading with his red customers. The Indians, who evidently wanted goods, and had money (which they called *shuncash*) and furs, flocked into his store, and examined his goods, but for some time bought nothing. Finally, their chief, with a large body of his followers, visited him, and accosting him with—

"How do, Thomas? Show me goods; I take four yard calico, three coonskins for yard, pay you by'm-by to-morrow;" received his goods and left.

Next day he returned with his whole band, his blankets stuffed with coonskins.

"American man, I pay now;" with this he began counting out the skins, until he had handed him over twelve. Then, after a moment's pause, he offered the trader one more, remarking as he did it—"That's it."

I handed it back, said the trader, telling him he owed me but twelve, and I would not cheat him.

They continued to pass it back and forth, each one asserting that it belonged to the other. At last he appeared to be satisfied, gave a scrutinizing look, placed the skin in the folds of his blanket, stepped to the door and gave a yell, and cried with a loud voice:

"Come, come, and trade with the pale face, he not cheat Indian; his heart big."

He then turned to me and said: "You take that, I tell Indian no trade with you—

drive you off like a dog—but now you Indian's friend, and we your's."

Before sundown I was waist deep in furs, and loaded down with cash. So I lost nothing by honesty.

HORSEBACK EXERCISE.—Riding on horseback is, perhaps, of all others, the most manly, elegant and efficient form of exercise. In the first place, it cannot be taken without being out of doors; then it enables you to breathe a larger amount of fresh air than if walking, because you pass through a greater space in less time, and consequently a greater number of layers, or rather sections of fresh air, come in contact with the nostrils, with less fatigue. Another advantage is, that all the muscles of the body are exercised in moderation, and, to a certain extent, equally so. And then, again, while thus exercising, and while every step forward gives you a fresh draught of pure out-door air, the mind is entertained by every variety of objects, new things being constantly presented. The only thing to be guarded against, is a feeling of chilliness; this is essential, for every chill is an injury; whether a man be sick or well, a chill must necessarily be succeeded by a fever, and fever is disease.

Horseback exercise, to be highly beneficial, should be active—a "hand-gallop," or a trot, and, if practicable, a different road should be traveled every day, so that the mind may be diverted by novelties, and thus compelled away from bodily ailments.

The English, as a nation, are a stout, robust, hearty race. The nobility have a long list of names who have lived to the age of 70, 80, and even 90 years; but horseback exercise with them is a national amusement; many of them make a ride on horseback as much a matter of course as a daily dinner. Almost the only gentleman seen on horseback in New Orleans, is the English merchant, showing the power of a national habit, and its influence abroad as well as at home.

If parents could be made to comprehend the full advantages of a constant breathing of pure air to their children, and would be at the pains to impress their young minds with its high importance; were they to pay more attention to their physical training, requiring them to take active exercise, for hours, every day, on foot and on horseback, there would be some probability that, notwithstanding the heats and impurities of a city atmosphere, those children would grow up in healthfulness, and live to a good old age, instead of paleing away, as they do, long before their prime, growing prematurely old, from a constitution blasted in the bud.

Dr. HALL'S Journal of Health.

JURY TRIALS.—Blackstone says that "the trial by jury" has been used time out of mind in Great Britain, and seems to be coeval with the first civil government thereof. Some authors have endeavored to trace the origin of juries back to the ancient Britons; but it is very certain that they were in use in the early Saxon colonies—their institution being ascribed to Woden, their great legislator.—For this reason traces of juries may be found in the laws of all nations which adopt the feudal system, as Germany, France and Italy. There is a mention of them in England as early as the laws of King Ethelred, and then not as a new invention. Stiernhook ascribes the first introduction of the jury to Regner, king of Sweden and Denmark, who was cotemporary with the English king, Egbert. Some have ascribed it to Alfred the Great, of England; but the truth appears to be, that its origin is so involved in obscurity that it is impossible to tell who first instituted it.—[N. Y. Sunday Times.

THE LARGEST YET.—Through J. M. Richards, conductor, we learn that last evening's train from Cleveland had twenty-one passenger cars, and brought 1100 passengers. The receipts of this train from Grafton amounted to over \$1,700. This beats anything we have heard of yet.—[Toledo Republican.